

## Type III Categorical Exclusion Action Classification Form

STIP Project No.	U-5813
WBS Element	44385.1.3
Federal Project No.	NHP-0064(206)

- A. Project Description: The North Carolina Department of Transportation (NCDOT) in coordination with the Federal Highway Administration (FHWA) proposes to make improvements to U.S. 64 from the Asheboro Bypass to east of I-73/I-74/U.S. 220 in Asheboro, Randolph County. U.S. 64 is classified as a Principal Arterial in the North Carolina Functional Classification System; this section is on the National Highway System.

The proposed project will:

- widen U.S. 64 to a four-lane median divided roadway between the Asheboro Bypass and the existing four-lane median divided section east of the S.R. 1713 (Albemarle Road) bridge overpass;
- replace the Albemarle Road Bridge No. 171 and reconfigure the U.S. 64 interchange with N.C. 49/Albemarle Road;
- convert the I-73/I-74/U.S. 220 interchanges with Albemarle Road and U.S. 64/N.C. 49 to a split diamond interchange; and
- realign S.R. 1446 (Lewallen Road) to the west.

See attached project location map.

- B. Description of Need and Purpose:

### **Project Need**

Traffic capacity and operational improvements are needed to accommodate projected traffic volumes. The base year (2016) no build annual average daily traffic (AADT) estimates for U.S. 64 within the study area range from 10,700 to 31,000 vehicles per day (vpd) from west to east with an estimated 3 percent dual-axle trucks and 6 to 7 percent tractor trailer semi-trucks (TT-ST). The future year (2040) no build AADT estimate shows an increase for U.S. 64 within the study area over the base year estimates, ranging from 13,600 vpd to 34,100 vpd. Truck traffic is estimated to decrease slightly over the base year estimate, with 2 to 3 percent dual-axle trucks and 4 to 5 percent TT-ST.

As part of the traffic analysis, existing crash patterns and rates along the U.S. 64, N.C. 49, and I-73/I-74/U.S. 220 corridors were analyzed within the study area over the five-year period from June 1, 2011 to May 31, 2016. There were 207 crashes reported along the U.S. 64 study area corridor between S.R. 1424 (Westchapel Road)/S.R. 1326 (Stutts Road), west of the Asheboro Bypass, to the Lowes Foods driveway, on U.S. 64/N.C. 49 east of the I-73/I-74/U.S. 220 interchange. The crash rates along U.S. 64 in the project study area are higher than statewide averages for similar facilities

in all categories except for fatal crashes. The section of I-73/I-74/U.S. 220 at the U.S. 64 ramp weave appears to have the highest concentration of crashes.

### **Project Purpose**

The proposed project will increase the capacity and improve mobility and connectivity within the study area. The project will also replace the functionally obsolete Albemarle Road bridge. As a secondary benefit, the project will improve traffic safety by limiting conflict points along the U.S. 64 corridor within the project limits.

The proposed improvements will increase the capacity of U.S. 64 and limit left turning vehicles, allowing for safer travel and improved traffic flow, within the project limits. Considering the rolling terrain and high frequency of intersections and driveways within the study area, access management strategies are appropriate. Further, the superstreet design is compatible with future plans for the U.S. 64 Corridor.

The project will also upgrade the N.C. 49/U.S. 64 interchange, including replacing the Albemarle Road bridge, and the I-73/I-74/U.S. 220 interchange with U.S. 64 and Albemarle Road to meet current design standards and improve mobility, connectivity, and safety in the study area. Conflicting traffic movements will be addressed at the N.C 49 interchange with U.S. 64 improving safety and mobility at the interchange.

The proposed split diamond design for the I-73/I-74/U.S. 220 interchange will improve network connectivity through the construction of paired connecting roadways between U.S. 64 and Albemarle Road. Further, the U.S. 64 ramp weave will be eliminated by the project, improving traffic safety.

C. Categorical Exclusion Action Classification: Type III

D. Proposed Improvements:

The proposed project will widen approximately 1.1 miles of U.S. 64 from a three-lane section to a four-lane median divided roadway between the Asheboro Bypass and the existing four-lane median divided section east of the Albemarle Road Bridge No. 171. The widening will occur to the south of the roadway, primarily within existing right of way. The total project length is 2.26 miles.

The improved roadway will include two 12-foot travel lanes in each direction with a variable-width raised median. Ten-foot shoulders, of which 4 feet will be paved, are proposed between the Asheboro Bypass and S.R. 1323 (Oak Leaf Drive); curb and gutter are proposed east of Oak Leaf Drive to tie into the existing four-lane median divided section east of Albemarle Road. The widening will occur to the south of the existing alignment and tie into the Asheboro Bypass at the project's western limit. The proposed design speed is 60 miles per hour (mph) west of Oak Leaf Drive and 50 mph east of Oak Leaf Drive.

One major hydraulic structure will be extended or replaced by this project. The existing 8-ft by 7-ft reinforced concrete box culvert (RCBC) connected to a 96-inch corrugated metal pipe (CMP) conveys an unnamed tributary to Cedar Fork Creek under U.S. 64, approximately 450 feet southeast of Westside Circle. Based on the current design, the

structure would need to be extended by approximately 70 feet. The preliminary hydraulic recommendation determined the 8-ft by 7-ft RCBC was adequately sized for the drainage area and the 96-inch CMP should be replaced by an 8-ft by 7-ft RCBC.

The project will also replace the Albemarle Road Bridge No. 171 and reconfigure the U.S. 64 interchange with N.C. 49/Albemarle Road. The replacement bridge will be constructed on new alignment adjacent to the northwest side of the existing bridge and provide for three 12-foot travel lanes.

Due to the grade and the Albemarle Road alignment shift, the northbound N.C. 49 to eastbound U.S. 64 slip ramp located southeast of the proposed bridge will be realigned. The existing slip ramp, which also provides access to multiple business (Shana Lane) will be removed. Individual access will be evaluated as the project design is further developed. The slip ramp realignment will require the closure of the existing S.R. 1157 (Lambert Drive) intersection with U.S. 64 and conversion to a cul-de-sac.

Lewallen Road will be realigned 0.8-mile to the west of its current location to maximize the distance between this intersection with the I-73/I-74/U.S. 220 southbound ramp terminal. The existing Lewallen Road would terminate north of Albemarle Road in a cul-de-sac.

The project also proposes to reconfigure the I-73/I-74/U.S. 220 interchanges with Albemarle Road and U.S. 64 to a split diamond configuration. A one-way road would be constructed on either side of I-73/I-74/U.S. 220 between Albemarle Road and U.S. 64/N.C. 49 to connect the on- and off-ramps. New signalized intersections will be installed at the on- and off-ramp intersections with Albemarle Road and U.S. 64/N.C. 49. NCDOT intends to keep the existing Albemarle Road and U.S. 64 bridges over I-73/I-74/U.S. 220.

#### E. Special Project Information:

The project is included in the current (2018-2027) State Transportation Improvement Program (STIP) as Project U-5813 and is programmed for right of way acquisition to begin in Federal Fiscal Year (FFY) 2019. Construction is programmed to begin FFY 2020. A current cost estimate for the project is included in **Table 1**:

*Table 1. Project Cost Estimate*

<b>Item</b>	<b>Cost Estimate</b>
Construction Cost <sup>1</sup>	\$26,100,000
Right of Way Cost <sup>2</sup>	\$11,178,871
Utility Relocation Cost <sup>3</sup>	\$586,460
<b>Total Cost</b>	<b>\$37,865,331</b>
<sup>1</sup> NCDOT, March 2019; <sup>2</sup> NCDOT, January 2019; <sup>3</sup> NCDOT, January 2019	

## **Logical Termini and Independent Utility**

The project's western terminus will be the Asheboro Bypass (R-2536), scheduled to open to traffic in 2020. The Asheboro Bypass will be a four-lane, controlled access highway and is 13.7 miles in length providing an alternate route around the south side of Asheboro. The project's western terminus is also the Asheboro Bypass's western terminus. The project's eastern terminus is the I-73/I-74/U.S. 220 interchange with Albemarle Road and U.S. 64/N.C. 49, providing connections to the north and south. The project will implement a four-lane, median-divided facility within the project limits.

The project termini represent rational end points for a transportation improvement, and the study area is sufficient for the evaluation of environmental impacts associated with the project.

This project will address transportation needs related to capacity, mobility, connectivity, and safety. This project will make improvements to increase capacity and mobility on U.S. 64 and at major intersecting facilities, and address safety concerns, including limiting left turn movements and replacing the Albemarle Road bridge. These needs are specific to the project and will be a reasonable expenditure even if no additional transportation improvements are made in the area.

There are no reasonably foreseeable transportation improvement projects adjacent to the project. The Asheboro Bypass is expected to be open to traffic when this project is let for construction.

## **Alternatives Analysis**

NCDOT evaluated four interchange concept configurations early in project development. The intent was to identify low-impact design options to improve the connectivity of the two closely spaced exits for Albemarle Road and U.S. 64/N.C. 49 on I-73/I-74/U.S. 220. Design concepts that retained the existing Albemarle Road and U.S. 64/N.C. 49 bridges over I-73/I-74/U.S. 220 were preferred, as both bridges were rehabilitated around 2013.

Alternate 1 proposed a modified split diamond interchange, the removal of the on-ramp loops, and maintenance of the off-ramp loops at U.S. 64/N.C. 49. The modification to the conventional split diamond form consisted of aligning the southbound one-way connector road to the existing Lewallen Road alignment. This alternate was dismissed due to the close proximity offset between the I-73/I-74/U.S. 220 off-ramp and the Lewallen Road/proposed southbound connector road on Albemarle Road.

Alternate 2 proposed a split diamond interchange that realigned Lewallen Road to the west to provide adequate spacing with the southbound ramp terminal and the removal of all loop ramps at U.S. 64/N.C. 49. This alternate was carried forward.

Alternate 3 proposed a Diverging Diamond Interchange (DDI) on U.S. 64. It was determined the concept was not appropriate for this location given traffic volumes. Further, concerns about connectivity were raised. Therefore, this alternate was dismissed.

Alternate 4 proposed the removal of the Albemarle Road interchange, extending the ramps to intersect U.S. 64/N.C. 49. This alternate would have required the replacement of the Albemarle Road bridge and multiple re-routing paths and was, for these reasons, dismissed.

The Alternate 2 concept was carried forward. Upon further review, a fifth concept alternative was introduced to assume the traditional split diamond configuration but retain the U.S. 64/N.C. 49 off-ramp loops. The maintenance of the off-ramp loops would provide operational benefits by allowing continuous directional travel and also address the dangerous weave under the U.S. 64/N.C. 49 bridge by removing the on-ramp loops. Further, it was decided that the relocation of Lewallen Road would improve traffic operations on Albemarle Road; thus, NCDOT dropped the modified split diamond interchange from further consideration.

Following conceptual development, Alternate 2 and Alternate 5 were designated Alternatives 1 and 2, respectively: Alternative 1 – split diamond interchange without the loops and Alternative 2 – split diamond interchange with off-ramp loops. Both alternatives were presented at the August 16, 2018 public meeting (see **Public Involvement** section below).

Both alternatives include paired one-way connecting roads constructed between U.S. 64/N.C. 49 and Albemarle Road to extend the I-73/I-74/U.S. 220 on- and off-ramps to a split diamond interchange configuration. New signalized intersections would be installed at the on- and off-ramp terminals with Albemarle Road and U.S. 64/N.C. 49. Both alternatives would:

- remove the on-ramp loops to improve traffic safety by eliminating the short weave conflict under the U.S. 64 bridge, and
- realign Lewallen Road to the west to increase the separation between the intersection with Albemarle Road and the I-73/I-74/U.S. 220 southbound off-ramp intersection.

The interchange alternatives have similar footprints, particularly as they relate to jurisdictional features. As a result, potential impacts to jurisdictional resources associated with each alternative are exactly the same. Maintenance of the northbound I-73/I-74/U.S. 220 off-ramp loop to westbound U.S. 64 in Alternative 2 requires that the one-way connecting road east of the interstate be located further to the east, resulting in direct impacts to the Quality Inn (901 Albemarle Road). Alternative 1 would not have this direct impact.

Following the Local Officials' Informational Meeting and Public Meeting, Alternative 2 – split diamond interchange with off-ramp loops was selected as the Preferred Alternative due to the operational benefits realized by maintaining the off-ramp loops (see attached figure).

### **Interchange Access Request**

An Interstate Access Request (IAR) will be required for the proposed modification of the U.S. 64 and Albemarle Road interchanges with I-73/I-74/U.S. 220. A Draft IAR is currently under review with FHWA; it is expected to be approved in April 2019.

## **Agency Involvement**

The following agencies have been consulted over the course of project development:

- Federal Highway Administration (FHWA)
- U.S. Army Corps of Engineers (USACE)
- U.S. Environmental Protection Agency (USEPA)
- N.C. Division of Water Resources (NCDWR)
- N.C. Wildlife Resources Commission (NCWRC)
- Piedmont-Triad Rural Planning Organization (PTRPO)
- City of Asheboro

## **Public Involvement**

A local officials' informational meeting was held prior to the public meeting on August 16, 2018. The open-house format public meeting was held for the public from 4:00 pm. to 7:00 p.m. A total of 104 people signed in during the meeting. Attendees were invited to take a handout, review maps of the alternatives, speak with the project team, and provide comments on the project. Forty-two (42) written comments were received either during the meeting or by mail or email after the meeting. The comment period ended August 31, 2018.

Of the 42 written comments collected during the comment period, 12 indicated a preference for an interchange design alternative. Three indicated a preference for Alternative 1 and nine indicated a preference for Alternative 2. One indicated a preference for neither alternative. The remainder did not note a specific preference.

NCDOT will continue to coordinate with stakeholders to communicate any changes to the design after the public meeting.

F. Project Impact Criteria Checklists:

<u>Type III Actions</u>		Yes	No
If the proposed improvement is identified as a Type III Class of Action answer all questions. <ul style="list-style-type: none"> <li>• The Categorical Exclusion will require FHWA approval.</li> <li>• If any questions are marked "yes" then additional information will be required for those question in Section G.</li> </ul>			
1	Does the project involve potential effects on species listed with the US Fish and Wildlife Service (USFWS) or National Marine Fisheries (NMFS)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low -income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve substantial residential or commercial displacements or right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project include a determination under Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Is a project-level analysis for direct, indirect, or cumulative effects required based on the NCDOT community studies screening tool?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8	Has Mobile Source Air Toxics been considered for this project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a no effect, including archaeological remains? Are there project commitments identified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve hazardous materials and/or landfills?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	Does the project require work encroaching and adversely effecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Type III Actions (continued)</u>		Yes	No
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. USFS, USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Is the project in an Air Quality Non-attainment or Maintenance Area for a National Ambient Air Quality Standard (Ozone or any other applicable standard)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31	Are there other issues that arose during the project development process that effected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

**Question 1** – Schweinitz's sunflower is listed as an endangered federally protected species with USFWS' optimal survey window between late August and October. Biologists conducted surveys for Schweinitz's sunflower in areas of suitable habitat on September 27, 2018. No individuals were identified. A review of the N.C. Natural Heritage Program (NCNHP) database records (updated October 2018) indicates no known occurrences of Schweinitz's sunflower within 1.0 mile of the study area. Due to the lack of observed individuals and the lack of known occurrences, it has been determined that the proposed project will have no effect on Schweinitz's sunflower.

Design refinements in November 2018 resulted in proposed improvements extending beyond the project's study area. In consultation with NCDOT-ECAP, these additional areas will be surveyed for the federally endangered Schweinitz's sunflower during the USFWS' optimal survey window and prior to construction let.

The USFWS has developed a programmatic biological opinion (PBO) in conjunction with the FHWA, the USACE, and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT

program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is May Affect, Likely to Adversely Affect. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Randolph County, where STIP U-5813 is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

**Question 10** – Four sections of the unnamed tributary (UT) to Cedar Fork Creek in the study area (SH, SI-intermittent and SI-perennial, SJ, and SK) are designated as High Quality Waters (WS-II). See the attached Environmental Features Map.

**Question 15** – The NCDOT GeoEnvironmental Section performed a Phase I field investigation on January 8, 2019 for the project to identify geoenvironmental sites of concern. Ten (10) sites of concern were identified within the proposed study area which are expected to have low monetary and scheduling impacts (**Table 2**).

<i>Table 2. GeoEnvironmental Sites of Concern</i>		
<b>Property Name</b>	<b>Property Address</b>	<b>Anticipated Impacts</b>
Lyda's Towing Co.	217 NC HWY 49 S Asheboro, NC 27205	Low
Han-Dee Hugo's #211 (Former Harvey's Tank and Tummy 14)	176 NC HWY 49 S Asheboro, NC 27205	Low
Thomas Tires & Automotive	1191 US HWY 64 W Asheboro, NC 27205	Low
CITGO Econo Mart #2	1140 US-64 W Asheboro, NC 27205	Low
Glazed King Donuts (Possible Former Wiley Minute Market)	6 Albemarle Rd, Asheboro, NC 27205	Low
Asheboro Towing Co. (Former Asheboro Well Co.)	1085 W. Dixie Drive Asheboro, NC 27205	Low
Future Truckers of America (Former Whitley Property)	1095 W Dixie Drive Asheboro, NC 27205	Low
Master BP	925 Albemarle Rd, Asheboro, NC 27203	Low
Byrds BP	776 W Dixie Drive Asheboro, NC 27203	Low
Brueilly Auto Repair Center	1388 Skeen View Road Asheboro, NC 27205	Low

Soil and groundwater assessments will be conducted at each of the impacted geoenvironmental sites of concern prior to right of way acquisition.

**Question 22** – N.C. 49/Albemarle Road has no control of access at the interchange with U.S. 64; this project will convert this interchange to full control of access. Shana Lane will be removed by the project, severing access to three commercial properties

between Mack Road and U.S. 64 along Albemarle Road and Shana Lane. Individual access to these businesses will be evaluated as project design is further developed.

The Draft IAR that evaluates the proposed modifications to the U.S. 64 and Albemarle Road interchanges with I-73/I-74/U.S. 220 is currently under review with FHWA. The IAR is expected to be approved in April 2019.

**Question 29** – The source of this traffic noise information is the STIP Project U-5813 *Traffic Noise Report, US 64 Widening from the Asheboro Bypass to East of the NC 49 Interchange / Replacement of Existing NC 49 Bridge / Reconstruction of the NC 49 & US 64 Interchange / US 64 & I-73/I-74/US 220 Interchange Improvements, Randolph County* prepared by HNTB in March 2019.

### Traffic Noise Impacts

The maximum number of receptors in each project alternative predicted to become impacted by future traffic noise is shown in **Table 3** below. The table includes those receptors expected to experience traffic noise impacts by either approaching or exceeding the FHWA Noise Abatement Criteria (NAC) or by a substantial increase in exterior noise levels as defined in the NCDOT Traffic Noise Policy.

<i>Table 3. Predicted Traffic Noise Impacts for Build Alternative*</i>				
<b>Alternative</b>	<b>Traffic Noise Impacts</b>			
	Residential (NAC B)	Places of Worship/Schools, Parks, etc. (NAC C & D)	Businesses (NAC E)	Total
Build	89	0	0	89

\*Per TNM 2.5 and in accordance with 23 CFR Part 772

### Noise Barriers

A noise barrier evaluation was conducted for this project utilizing the Traffic Noise Model (TNM 2.5) software developed by the FHWA. A total of five potential noise walls were evaluated for the Build Alternative. Three of these noise walls presently meet feasibility and reasonableness criteria (NW3.1, NW 3.2, and NW4). **Table 4** (next page) summarizes the results of the evaluation.

### Summary

A preliminary noise evaluation was performed that identified three noise barriers that preliminarily meet feasibility and reasonableness criteria found in the NCDOT Traffic Noise Policy. A more detailed analysis will be completed during project final design. Noise barriers preliminarily found to be feasible and reasonable during the preliminary noise analysis may not be found to be feasible and reasonable during the final design noise analysis due to changes in proposed project alignment and other design considerations, surrounding land use development, or utility conflicts, among other factors. Conversely, noise barriers that preliminarily were not considered feasible and reasonable may meet the established criteria and be recommended for construction. The evaluation completes the highway traffic noise requirements of Title 23 CFR Part 772.

In accordance with NCDOT Traffic Noise Policy, the Federal/State governments are not responsible for providing noise abatement measures for new development for

which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of the Categorical Exclusion. NCDOT strongly advocates the planning, design and construction of noise-compatible development and encourage its practice among planners, building officials, developers and others.

*Table 4. Preliminary Noise Barrier Evaluation Results*

<b>Noise Study Area</b>	<b>Noise Barrier Location</b>	<b>Length / Height<sup>2</sup> (ft)</b>	<b>Square Footage</b>	<b>Number of Benefited Receptors</b>	<b>Square Feet per Benefited Receptor / Allowable Square Feet per Benefited Receptor</b>	<b>Preliminarily Feasible and Reasonable (Likely) for Construction<sup>1</sup></b>
NSA 1	NW1 along US 64 westbound west of Westchapel Road	630 / 15	9,264	2	4,632 / 1,500	No
NSA 2	NW2 along southbound Lewallen Road between proposed West Bend United Methodist Church driveway and proposed cul-de-sac	450 / 15	6,318	2	3,159 / 2,000	No
NSA 3	NW3.1 from approximately halfway up the I-73/I-74/U.S. 220 southbound on ramp from US 64 and continues along southbound I-73/I-74/U.S. 220	1,980 / 17	33,183	28	1,185 / 1,500	Yes
NSA 3	NW3.2 along northbound I-73/I-74/U.S. 220 from just south of Dennis Street cul-de-sac and continuing along the northbound off ramp to US 64	2,340 / 17	39,571	35	1,131 / 1,500	Yes
NSA 4	NW4 along I-73/I-74/U.S. 220 northbound on ramp from Albemarle Road and continuing along northbound I-73/I-74/U.S. 220	2,400 / 14	33,136	46	720 / 1,500	Yes

<sup>1</sup> The recommendation for barrier construction is preliminary and subject to change, pending completion of final design and the public involvement process.

<sup>2</sup> Average wall height. Actual wall height at any given location may be higher or lower.

H. Project Commitments

**Randolph County  
U.S. 64 Widening  
Federal Project No. NHPP-0095(007)73  
WBS No. 44385.1.3  
STIP No. U-5813**

**Division 8 Construction - High Quality Water**

An Unnamed Tributary to Cedar Fork Creek SIN [13-2-3-3-2-2-(1)] and its tributaries are designated as High Quality Waters. The NCDOT will implement Design Standards in Sensitive Watersheds as appropriate.

**Project Management Unit - Municipal Agreement - Sidewalks**

NCDOT will continue to coordinate with the City of Asheboro for the inclusion of sidewalks in the proposed project's design. Should sidewalks be pursued, NCDOT will develop a Municipal Agreement (MA) to cost-share with the local municipality.

**Roadway Design Unit**

NCDOT will provide a depressed island at the western intersection of Westside Drive and U.S. 64 for emergency vehicle access originating from Westside Fire Department (225 Westside Drive). The depressed island will allow left turns for emergency vehicles only from the western intersection of Westside Drive with U.S. 64.

**Environmental Analysis Unit**

NCDOT will complete a survey for the federally endangered Schweinitz's sunflower one year prior to construction let.

**Traffic Noise Analysis**

A comprehensive traffic noise abatement design review, in the form of a Design Noise Report, will be conducted as part of the project's final design.

**GeoEnvironmental Section**

Soil and groundwater assessments will be conducted at each of the impacted geoenvironmental sites of concern prior to right of way acquisition.

I. Categorical Exclusion Approval

STIP Project No.	<u>U-5813</u>
WBS Element	<u>44385.1.3</u>
Federal Project No.	<u>NHP-0064(206)</u>

**Prepared By:**

4/3/2019  
Date

  
Adam Archual, Transportation Planning  
HNTB North Carolina, P.C.

**Prepared For:**

North Carolina Department of Transportation

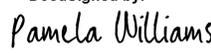
**Reviewed By:**

4/4/2019  
Date

DocuSigned by:  
  
727011FC17FE494...  
Allison White, Project Manager  
North Carolina Department of Transportation–Project Management Unit

NCDOT certifies that the proposed action qualifies as a Type III Categorical Exclusion.

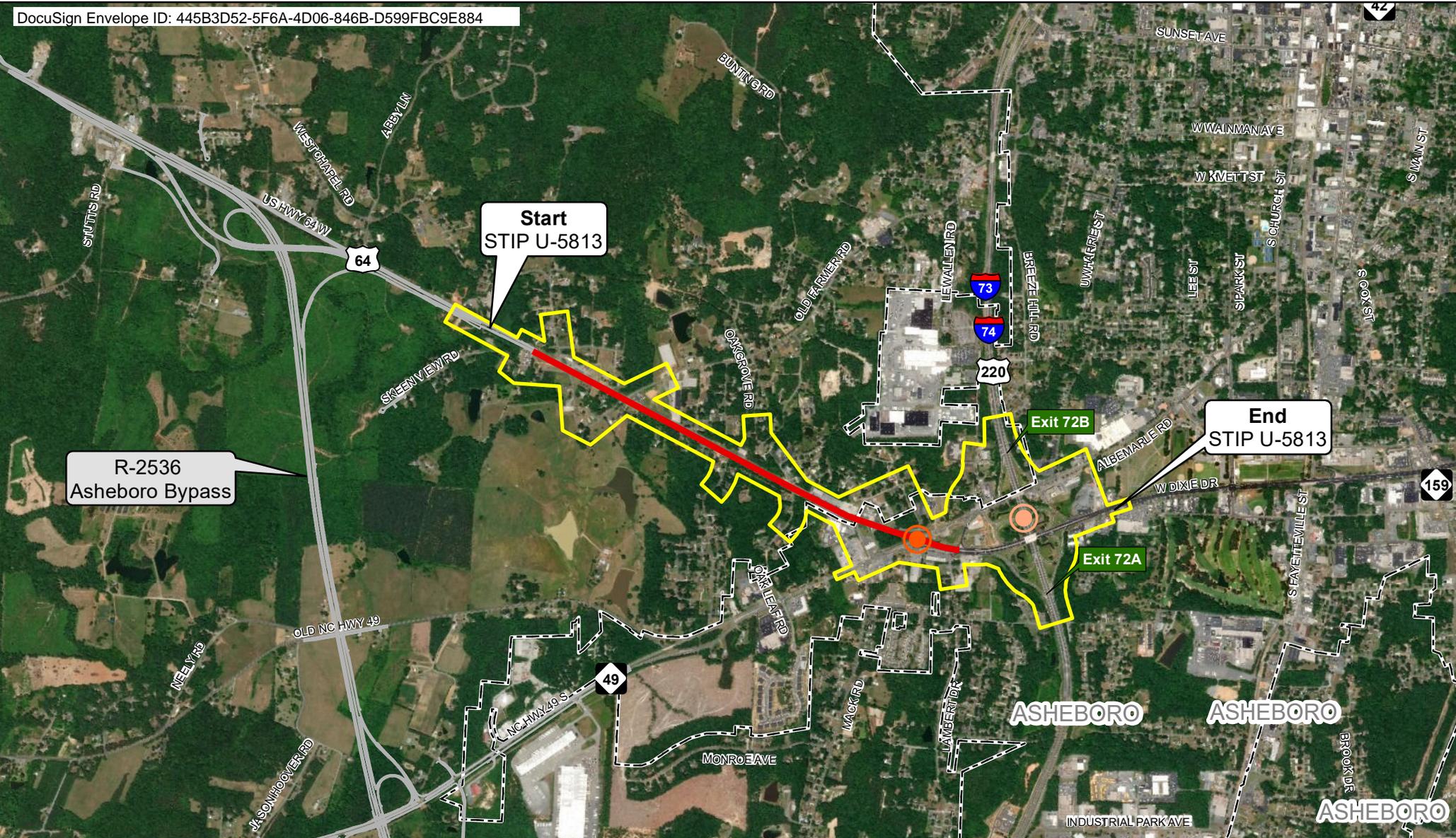
4/4/2019  
Date

DocuSigned by:  
  
48B1AAF4334D463...  
Pamela Williams  
North Carolina Department of Transportation–Project Management Unit

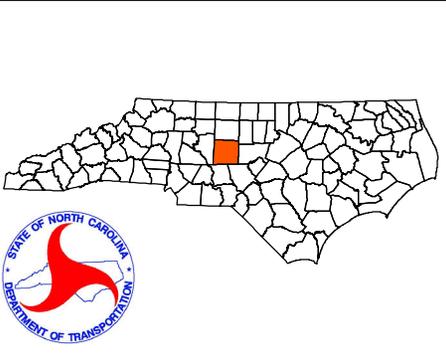
**FHWA Approval:**

4/5/2019  
Date

DocuSigned by:  
  
7707B71B714A4F1...  
Ron Lucas for John F. Sullivan, III, PE, Division Administrator  
Federal Highway Administration



Source: NCDOT, Esri, NC OneMap, Randolph County GIS, HNTB. Credit: HNTB North Carolina, PC | 2018.

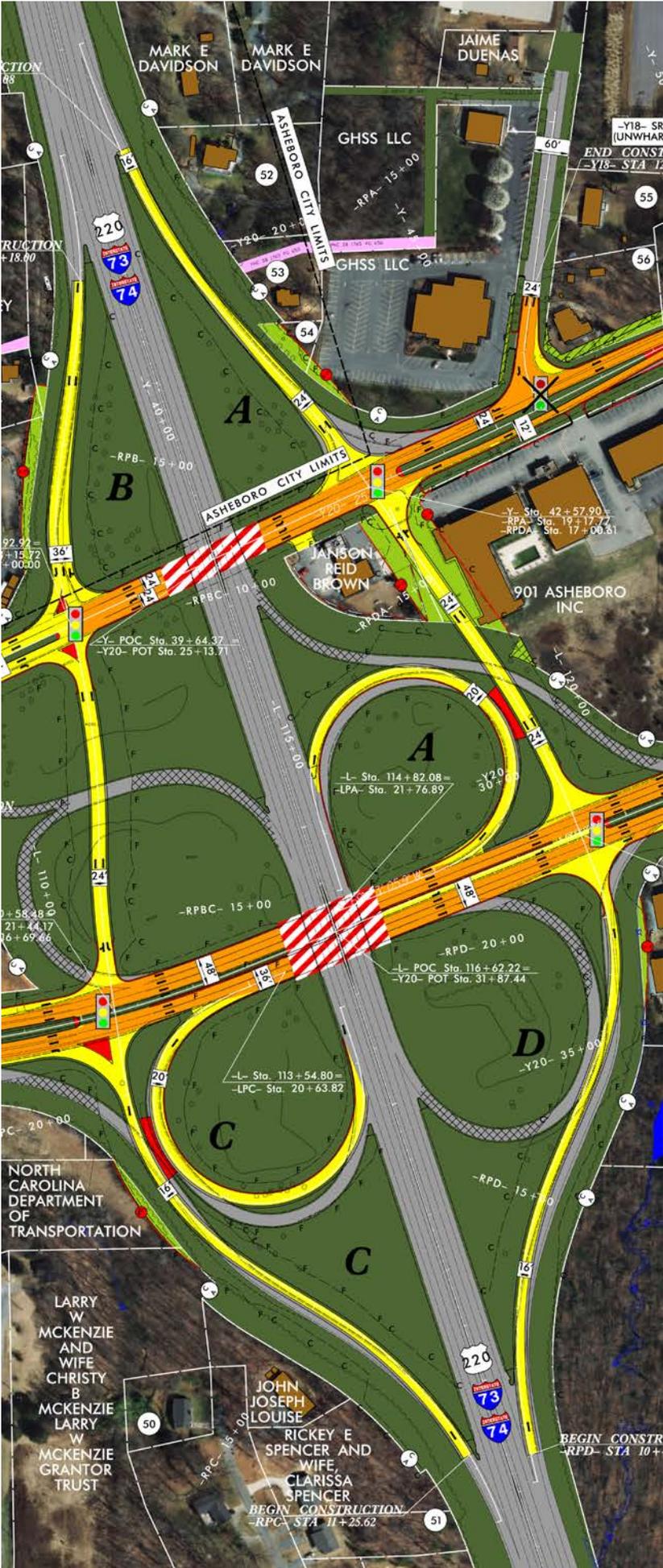


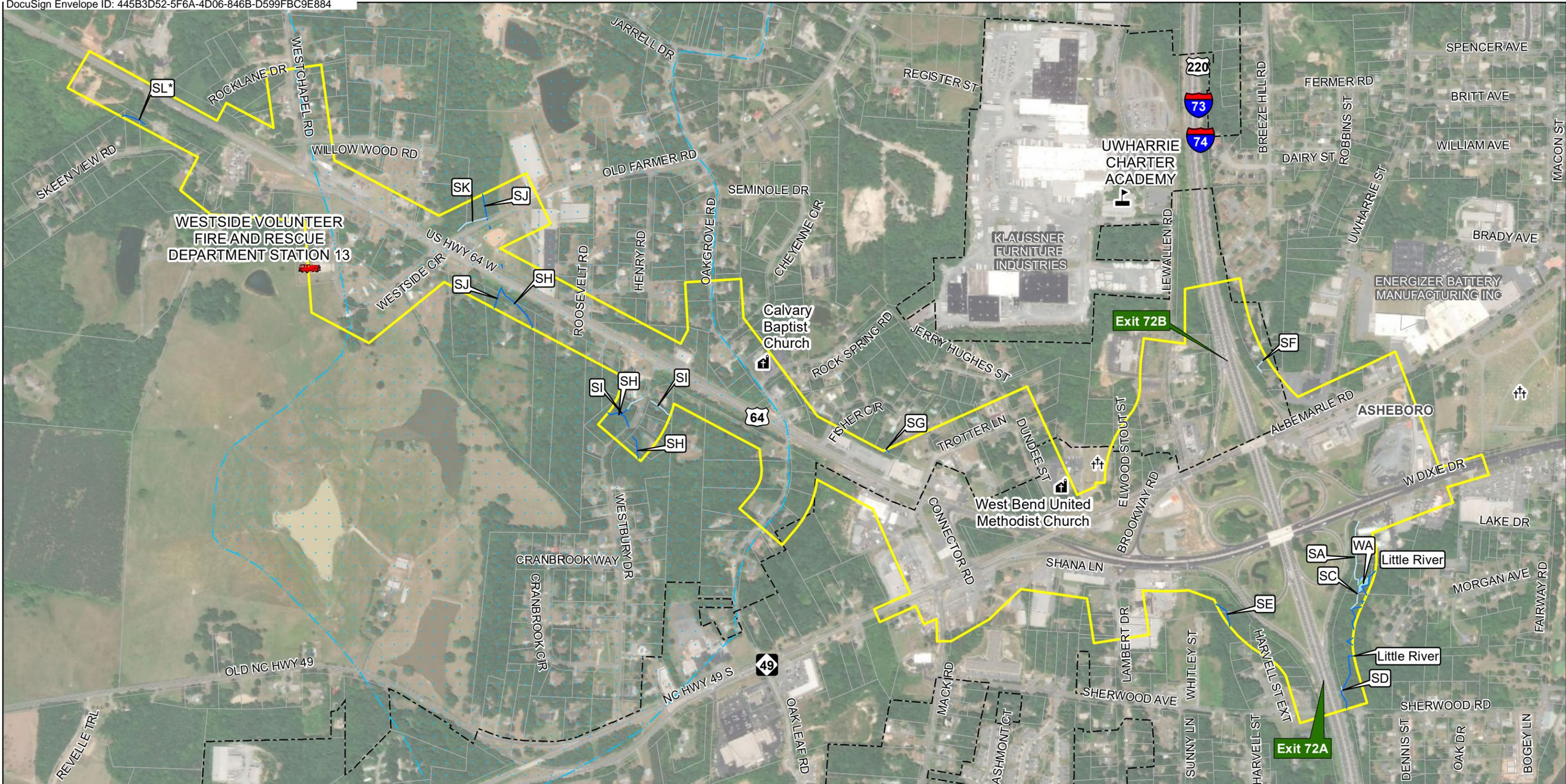
- U-5813 Study Area
- US 64 Widening
- US 64/NC 49 Interchange
- I-73/I-74/US 220 Interchange
- Future Asheboro Bypass (R-2536)
- Municipal Boundary

**PROJECT LOCATION MAP**  
**STIP U-5813**  
**WIDEN US 64, ASHEBORO BYPASS**  
**TO NC 49 & RECONSTRUCT THE**  
**US 64/NC 49 INTERCHANGE**  
**RANDOLPH COUNTY**

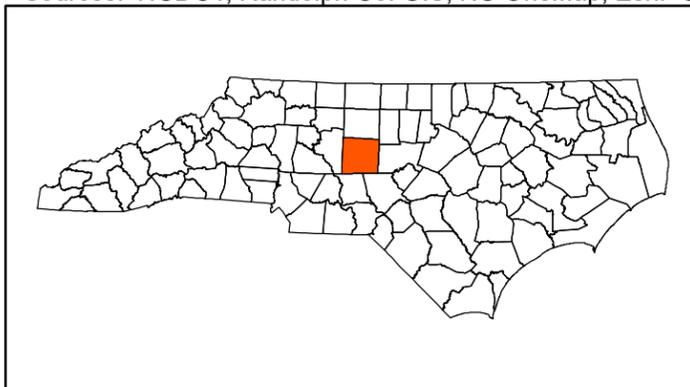
0 1,000 2,000 Feet  
  
**NORTH**

**PREFERRED ALTERNATIVE**  
**STIP U-5813**  
**WIDEN US 64, ASHEBORO BYPASS**  
**TO NC 49 & RECONSTRUCT THE**  
**US 64/NC 49 INTERCHANGE**  
**RANDOLPH COUNTY**





Sources: NCDOT, Randolph Co. GIS, NC OneMap, Esri. Credit: HNTB North Carolina, PC, 2019.

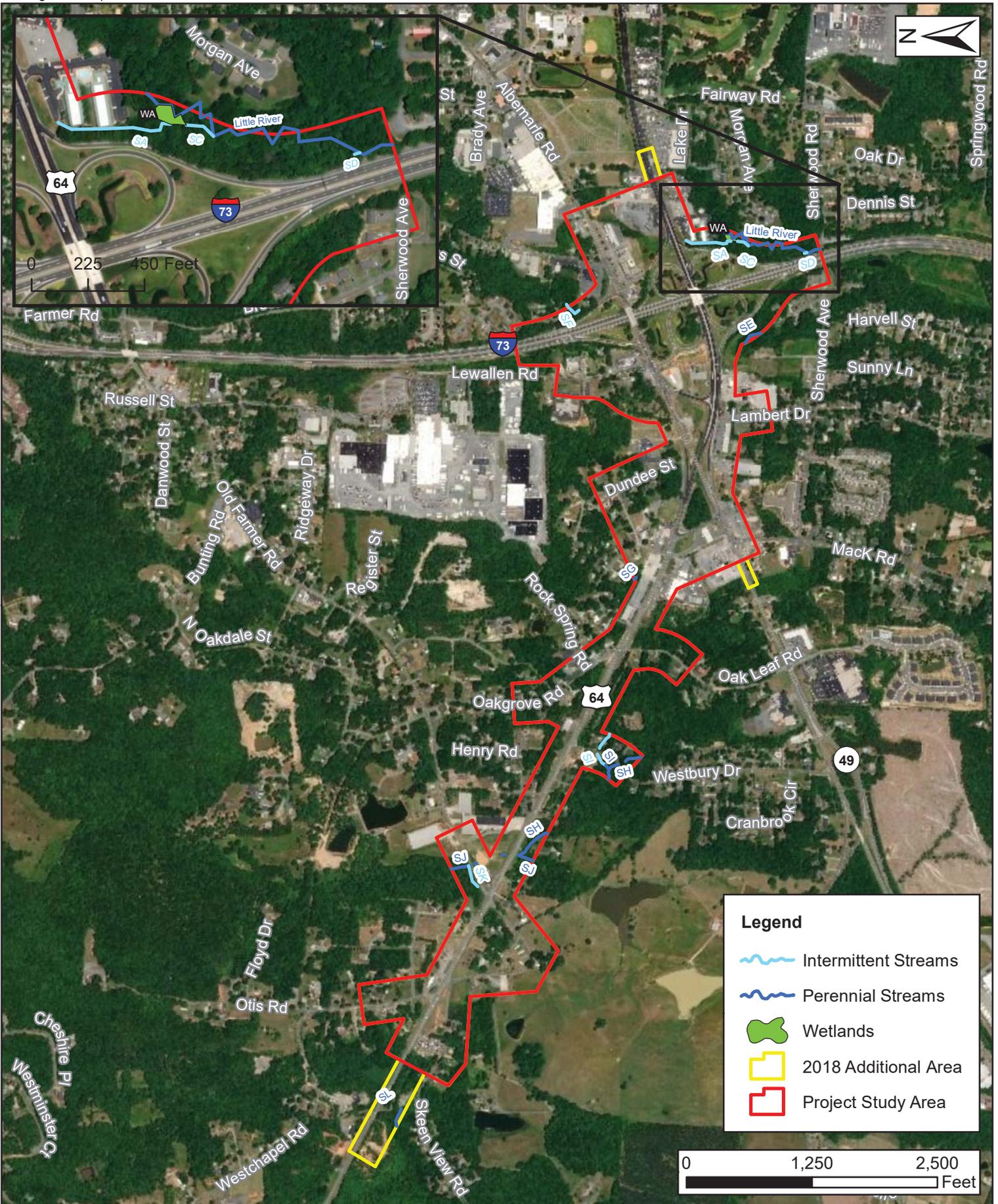


### Legend

- |   |                                      |   |                        |   |             |
|---|--------------------------------------|---|------------------------|---|-------------|
|  | U-5813 Study Area                    |  | Water Supply Watershed |  | Church      |
|  | Field Delineated Stream-Perennial    |  | Parcel                 |  | Cemetery    |
|  | Field Delineated Stream-Intermittent |  | Asheboro City Limit    |  | School      |
|  | Field Delineated Wetland             |  |                        |   | Firestation |

### ENVIRONMENTAL FEATURE MAP STIP U-5813 WIDEN US 64, ASHEBORO BYPASS TO NC 49 & RECONSTRUCT THE US 64/NC 49 INTERCHANGE RANDOLPH COUNTY





**Figure 3: Jurisdictional Features Map**  
TIP #U-5813: Additional Area 2018  
Widening of US-64 from Asheboro bypass to NC-49  
Asheboro, Randolph County, NC

17-04-0020



## HISTORIC ARCHITECTURE AND LANDSCAPES NO HISTORIC PROPERTIES PRESENT OR AFFECTED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

### PROJECT INFORMATION

<b>Project No:</b>	U-5813	<b>County:</b>	Randolph
<b>WBS No.:</b>	44385.1.3	<b>Document Type:</b>	CE
<b>Fed. Aid No:</b>		<b>Funding:</b>	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
<b>Federal Permit(s):</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Permit Type(s):</b>	NWP
<b><u>Project Description:</u></b> Widen 1.3 miles of US 64 from the future Asheboro Bypass to the existing US 64 4-lane section. Reconstruct interchange at NC 49, replace NC 49 Bridge over US 64 (Bridge No. 750171). Reconfiguration of the US 64 and Albemarle ramps and loops.			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are no properties within the project's area of potential effects.
- There are properties over fifty years old within the area of potential effects, but they do not meet the criteria for listing on the National Register.
- There are no historic properties present or affected by this project. (Attach any notes or documents as needed.)

#### Date of field visit:

#### **Description of review activities, results, and conclusions:**

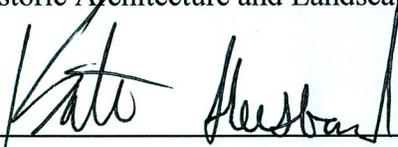
Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on April 11, 2017. Based on this review, there are survey sites and properties over fifty years of age within the APE and a survey was required. In June 2017, architectural historians conducted a preliminary investigation of the APE and completed a building inventory identifying 91 resources over fifty years of age. One property, the West Bend United Methodist Church, (RD0931, 1080 Albemarle Road) warranted further study and all other properties were determined not eligible for National Register listing. An evaluation report was written on the church in November 2017 and it was determined that the church is not eligible for National Register listing. The State Historic Preservation Office concurred with this finding on December 18, 2017. There are no National Register listed or eligible properties present. If design plans change, additional review will be required.

**SUPPORT DOCUMENTATION**

Map(s)     Previous Survey Info.     Photos     Correspondence     Design Plans

**FINDING BY NCDOT ARCHITECTURAL HISTORIAN**

Historic Architecture and Landscapes – **NO HISTORIC PROPERTIES PRESENT OR AFFECTED**

  
\_\_\_\_\_  
NCDOT Architectural Historian

12/10/2017  
\_\_\_\_\_  
Date



17-04-0020

archaeological survey and evaluation, with an emphasis on the southern side of the APE, unless identified as disturbed during the field effort. The survey was conducted on behalf of the North Carolina Department of Transportation (NCDOT).

The archaeological investigation was designed to locate and identify cultural resources within the defined project area and to obtain sufficient information to make recommendations regarding their potential eligibility for listing in the National Register of Historic Places (NRHP). During the survey, Stantec conducted pedestrian survey of the entire APE and systematic subsurface testing in those portions of the APE that appeared intact. Shovel tests were excavated at 30-meter (98.4-foot) intervals in most areas, with a reduction to 15-meter (49.2-foot) intervals in areas exhibiting a greater potential for cultural resources. A total of 128 shovel tests were excavated at 30-meter intervals along one to two transects spaced 30 meters (98.4 feet) apart wherever the ground was accessible and free from disturbance. The entire project area was subject to pedestrian survey. A total of three shovel tests were not excavated, in areas otherwise subjected to survey, due to a concrete lot, standing water, and a fenced in yard with a large dog. Areas subject to pedestrian survey with no systematic subsurface testing were not shovel tested due to slope, drainage, wetlands, road surfaces, underground utilities, concrete parking lots, landscaping, standing structures, subsoil on the surface, and prior disturbance. Fourteen shovel tests were positive for cultural material and 13 radial shovel tests were excavated to determine the bounds of the newly identified cultural resources. Six radial shovel tests were positive for additional cultural material. In addition, surface artifacts were observed and sampled.

Further, NCDOT archaeologists also investigated several minor refinements to the APE. For these, fieldwork was conducted that included pedestrian survey and mapping of three locations that were larger or, in one case, appeared to encroach upon the West Bend United Methodist Church cemetery. Engineering is currently studying opportunities for avoidance of the cemetery.

No previously identified archaeological sites were located within the project area. Six new archaeological sites (31RD1586, 31RD1587, 31RD1588, 31RD1589, 31RD1590, and 31RD1591) were identified during this survey. Sites 31RD1589 and 31RD1591 are both multi-component sites featuring prehistoric lithic scatters of indeterminate temporal affiliation and twentieth century artifact scatters. Site 31RD1587 is a prehistoric lithic scatter dating to the Archaic period. The remaining three sites (31RD1586, 31RD1588, and 31RD1590) represent prehistoric lithic scatters of indeterminate temporal affiliation. Several of these sites appear to be related to quarry activity throughout the APE. No surface or subsurface features were noted. The artifacts were recovered from survey, top soil, and transitional deposits. Stantec recommends Sites 31RD1586, 31RD1587, 31RD1588, 31RD1589, 31RD1590, and 31RD1591 as not eligible for listing to the NRHP under Criterion D; Criteria A through C were not considered applicable to the evaluation of these resources. See report (Sadler and Stewart 2019) for more specific information. No additional archaeological work is recommended for this undertaking.

Since there are no previously recorded or newly documented archaeological sites eligible for listing on the NRHP is known within the APE, a finding of no National Register of Historic Places listed or eligible sites is appropriate.

***The North Carolina Department of Transportation (NCDOT) Archaeology Group reviewed the subject project and determined:***

- There are no National Register listed or eligible ARCHAEOLOGICAL SITES present within the project's area of potential effects. (Attach any notes or documents as needed)
- No subsurface archaeological investigations were required for this project.
- Subsurface investigations did not reveal the presence of any archaeological resources.
- Subsurface investigations did not reveal the presence of any archaeological resources considered eligible for the National Register.
- All identified archaeological sites located within the APE have been considered and all compliance for archaeological resources with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.

17-04-0020

**SUPPORT DOCUMENTATION**

See attached:  Map(s)     Previous Survey Info     Photos     Correspondence

Signed:



**01/23/2019**

---

**NCDOT ARCHAEOLOGIST**

**Date**